G. R. S. IX-5]

Previous references.

Reserve

P-30

1917-18
(Police)

File No. 63-17

Serial Nos. 148

Later references.

GENERAL AND REVENUE SECRETARIAT.

Serial Nos. 148

Part B for May 1918

SUBJECT.

Railway accident between Chintamani and Hunsenahalli on 4-10-1917.

---

8) To The I. G of Police
" Secy to govt for Railways
No J 4631-32 Dt 13-5-1918
Recds the report

W D 58—GPB—50,000—24-7-16

Md Abdur Rahman Khan
18-5-1918

851

(1

G. R. S. III—1] 1917-18

GENERAL AND REVENUE SECRETARIAT.

(Police)

NOTES.

File No. 63-17

FILE HEADING.

Railway accident between Chintamani & Hunasenahalli on 4-10-17.

From

The I. G. of Police in Mysore.

No. 2177-158 Dated 8/9-10-17 Received 10-10-17

Diary No. 7851	Enclos. / Spare Copies.	Serial No. /

BRIEF ABSTRACT OF LETTER.

Forwards copy of letter dy 7-10-17 from the Supdt. of Police Rep. & C. I. D. reporting the above matter.

NOTES AND ORDERS.

Subd. This report seems to have been made in accordance with G.O. no. 768-Police 1907-10-1907-7-7-11.

X

RV

It is a matter for consideration whether this case should be reported to the Residency under G.O. no. 7906 dated 12-12-1900.

X.

RF

8/7 11-10-17

NOTES—First Sheet.

WD 1232—GPB—20,000—18-11-16

851

WD 1233—GPB—60,000—1-12-16—S.

G. R. S. III-2]

General and Revenue Secretariat. | Pol. File No. 63 of 1917-18

Serial No.

379.
12 10 17.

2) The Ry Superintendent says that if an enquiry is held, he will attend it. An enquiry appears necessary and it may be ordered.

3) A report of the Accident may be sent to the Residency Second Member) U/ 12/10/17

4) The Rly Dept has to make arrangements. Please ascertain the expenses incurred thereby & report. When the Official Enquiry is fixed

5) Where Railway act & the state

U
13 10
17 U/13/10/17

6) Subd. May this be sent to the Ry. Secy for furnishing information asked for by the 2nd Member in para. 4 supra?
BG.
12-10-17
AB
13/10/17

7) Note of Audh U/13/10/17

8) Draft subd.
BG.
13-10-17
AB
13/10/17

9) Issue U/14/10/17

Note A

NOTE—Contn. sheet.

G. R. S. 12]
General and Revenue Secretariat.

Ell File No. 63 of 1917

1057/3(3

Serial No.

2 To. The Secy to Govt for Railways
No J 1368 Dt 20. 10. 1917
Requests to State whether the Agent has made any report in the matter and whether any departmental enquiry as to the Causes of the accident is going to be made and on what date.

3 From The Secy to Govt for Railways.
No Ro 1338 Dt 8. 11. 1917
Informs that the accident was duly reported by the Agent and that the Officer has been requested to State whether, and if so when an enquiry will be made.

10) Subd.

11) May the report regarding the result of the enquiry be awaited.

BG. 10.11.17

BG 10/11

1750 12/11

Dist. Member 12) Yes. It may only be necessary to call for the report when it is received.

12/11

C. O. No. J 12-17 Dt 14. 11. 17

13) To Rlys Secy with compliments as pressed

12/11

Rly 12/11

Rly 12/11

Rly 12/11

Rly 12/11

Note— Contn. sheet.

GPB—50,000—12-8-10

G. R. S. 12]
General and Revenue Secretariat.

Police File No. 63 of 1917-18.

14

Serial No.

G. REV. 1432
III Sec.
22 NOV 1917

(47) Returned with compliments to the Chief Secretary to the Government of Mysore.

2. An enquiry was held on the 17th October 1917 and the proceedings have been submitted to the Railway Secretary for the information of Government.

Bangalore.)
20-11-1917.)

G.M.

Ag. Secretary for Rys.
for Government of Mysore.
Secretary absent from Head Quarters.
20/11/17

GEN. & REV. SECRETARIAT
III
JUDICIAL
22 NOV 1917

DIARY No. 1154

19 19
SECTION Pol
FILE No.
SERIAL No.

NOTE—Contn. sheet.

GPB—50,000—12-8-10

1365

15

G. R. S. 12]

General and Revenue Secretariat. | Police File No. 63 of 1917-18

Serial No.

15) Subd. for orders.

Sh. 23.11.17

16) A copy of the final order passed in this matter may be called for

Sh 7/12

17) Draft subd.

Sh. 7.12.17.

SW/A 11/12/17

18) Issued Sh 7.12

4 To, The Secy to Govt for Rys.
No J 2028. Dt 8.12.1917
Requests to forward for reference a copy of the final orders passed in the matter

5 From. The Secy to Govt for Rys.
No Rs 1728 Dt 14-12-1917
JL1701802

Forwards a copy of the proceedings of the joint enquiry held at Kolar on the 17th Nov 1917 in Connection with the accident.

19) Subd for orders.

Sh. 17.12.17

20) Submitted for favour of perusal no further orders in this file Seems necessary
Sh, 19/12

2806 20.12

Chief Secretary)

3313 22/12/17

21) 1st Member
Dewan

22) Shown to Private Secy
received Sh 20/12

20/12 Sh 20/12/17

NOTE—Contn. sheet

GPL—70,007—11.12.

1765

16

G. R. S. 12]

General and Revenue Secretariat. | Police File No. 63 of 1917-18.

Serial No.

23) Subd. Action may perhaps be taken to prosecute the driver for an offence falling under Sec 336, I.P.C. or 111, Ry. Rules.

B.S. 18.1.18

24) Please put up draft enquiring as to why the driver should not be prosecuted in view of the findings of the committee

BS 25/1

25) Draft noted.

25.1.18

26) In favour of approval of the orders with reference to this query in para 22.

BS 25/1

2609/25/18

First Member 25/1

Sec. A 31/1/18

6 Do. The Secy to Govt for Railways

No J 2913 of 30-1-18

Enquires why the driver should not be prosecuted in view of the findings of the Committee.

7 The Secy. to Govt for Rly - No. RS. 3274 JL No 18-06 of 23.4.18

States that it is not desirable to prosecute the driver as the evidence against him

NOTE—Contn. sheet

GPE—70,000—17-12-15

G. R. S. III-2]

General and Revenue Secretariat. | Police File No. 63 of 1917-18

Serial No.

to not strong and that the departmental punishment already inflicted upon him appears to be sufficient.

28) Subd. The enquiry was made at the instance of the Hon'ble Member. Please see para 22 supra.

29.4.18.

29) For favour of perusal

2/5

4025/8.5

2nd Hon'ble Member)

8/5

Master record

15

30) Draft subd.

10.5.18

31) Done

8 Do. The Dy Secy Police 10/5

Returned to Govt for Kyd.

No. 463-32. Dated 13.5.18

Records, as report.

NOTE—Contn. sheet.

WD A 1789—GPB—60,000—20-8-18—S.

(8

No. 2177 / 11 / 188

Office of the Inspr-Genl of Police in Mysore,

Dated Bangalore, 8th October 1917.

9

DIARY No. 7851.

From

K. R. Srinivasiengar, Esqr., M.A.,

Offg. Inspector General of Police in Mysore.

To

C. S. Balasundaramiyer, Esqr., B.A.,

Secretary to the Govt. of H. H. the Maharaja

of Mysore, General Department.

Sir,

I have the honour to forward herewith, for the information of Government, a copy of letter dated the 7th October 1917, from the Superintendent of Police, Railways and C.I.D., regarding a serious accident that occurred to No.1 Up mail train, between Chintamani and Hunsenahalli, on the Kolar District Railways, on the 4th instant.

I have the honour to be,

Sir,

Your most obedient servant,

Offg. Inspector General of Police.

D. O. letter dated the 7th October 1917, from the Superintendent of Police, Railways and C.I.D., to the Inspector General of Police in Mysore.

On the 5th instant, at 4 P.M., I received a telegram dated the 4th instant, from the Head Constable in charge of the Kolar-Chikballapur Section Railway Police, stating that, at 2-30 P.M. that day, a serious accident had occurred to No.1 Up mail train owing to the derailment of some of the vehicles at mile 47/7 between Chintamani and Hunsenahalli, that there was no injury to passengers or to property and that re-railment would take some time.

I proceeded to the scene of accident yesterday morning, via Yeswantapur. On the way I learnt that the train was re-railed at 4 P.M. on the 5th, and that the line was open for through traffic.

I saw the scene of accident. It is about a mile from Hunsenahalli Station. The line here is a straight stretch, and runs on a low embankment about 3 feet high. Three carriages (one covered goods waggon and two passenger coaches) in the middle of the train, derailed. The train was not pulled up till she had traversed nearly four telegraph posts from the point where the carriages first left the rails. The result was that the permanent way was greatly damaged, the sleepers being badly cut through or hoisted. I saw the damaged sleepers which were stacked near the scene of accident, and also the derailed vehicles that were kept at Hunsenahalli. The axle-box of one of the carriages was broken.

It was a nasty accident, but, providentially, none of the carriages capsized. What would have happened, if they had, is unthinkable.

The exact cause of the accident is not known. Whether it was due to excessive speed, or to any fault in the permanent way or in the rolling stock will have to be determined hereafter; and I expect that this will be done at a departmental enquiry. I

shall communicate with the Agent, and if any enquiry is held, I shall attend it and let you know the result.

The Head Constable proceeded to the scene of accident in the Relief Train from Kolar, and gave the necessary help to the railway officers. On hearing of the accident, the Sergeant posted at Chikballapur also went to the spot.

C O P Y.

Offg. Inspector General of Police.

(11

G. R. S. VI—G/32]

SUBJECT 169/20

Diary No. of letter replied to.....

GENERAL AND REVENUE SECRETARIAT,

( )

, *the* 191 .

Section Police

File No. 63-17

Serial No. 472

No. J 1368 Encl

Date of issue 20.10.17

Signed by M.V.G. Srinivasa Iyer

To

The Secy to Govt. for Railways,

Sir,

In forwarding herewith copy of letter dated the 7th October 1917 from the Supdt. of Police, Railways and C.I.D. to the Offg. I.G. of Police, regarding an accident which occurred to the up mail train between Chintamani and Hunasamahalli on the Kolar Dt. B.G. Ry on the 4th October 1917 I have directed to report

over.

1/11/10

19

you to be so good as to state whether the Agent has made any Report in the matter and whether any departmental enquiry as to the Cause is (or may) be made and on what date the cause of the accident

Chief Inspecting Officer

B.S.
13.6.17

13/6/17

List of enclosure

Copied by

Examined by

WD 86—GPB—60,000—15-11 16

Ry. 3]

No. R8 1338

WD AC271—GPB—3,000—27-8-17

MYSORE STATE RAILWAYS,

CENTRAL OFFICE,

Bangalore, 8th November 1917. 1057

From

THE SECRETARY TO THE GOVERNMENT OF MYSORE FOR RAILWAYS,
BANGALORE.

SECTION 20
FILE NO. 63-17.
SERIAL NO. 3

JUDICIAL 9 NOV 1917

To

The Chief Secretary to the Government of Mysore,

Bangalore.

Sir,

With reference to your letter No.J.1368/Pol.63-17-2 dated the 20th October 1917 in regard to an accident which occurred to No.1 Up Mail train between Chintamani and Hunsenahalli on the Kolar District Board Railway on the 4th October 1917, I have the honour to inform you that the accident was duly reported by the Agent, Mysore State Railways. That officer has been requested to state whether, and if so, when an enquiry will be held.

I have the honour to be,
Sir,
Your most obedient servant,

Ag. Secretary for Railways,
Government of Mysore.

ALM.

8.11.17

(14

G. R. S. VI—G/32]

SUBJECT 7/12

Diary No. of letter replied to.....

GENERAL AND REVENUE SECRETARIAT,
( )
, *the* 191 .

Date of issue 8-12-1917

Signed by M. G. Sreenivasa Iyer

Section Police
File No. 63-17
Serial No. 4

No. G 20288

To

The Secy to Govt for Rys

Sir,

With reference to your letter No. R.S. 1338 dated the 8th November 1917 regarding the accident which occurred on the between Chintamani and Kunasandra on the Kolar & C.B. Ry on the 4th October 1917 I am directed to request you to be so good as to forward for reference a copy of the final order passed in the matter.

I have &c.

8/12/17
For Ch. Secy to Govt.

8/12
7-12-17.

Urgent

Ry. 3]

15 DEC 191

No. RS 1728

124

Dual 1.

76 No 18-0-2.

WD A0271—GPB—3,000—27-9-17.

MYSORE STATE RAILWAYS,

CENTRAL OFFICE,

Bangalore, 14th December *1917*.

J 1365.

From

THE SECRETARY TO THE GOVERNMENT OF MYSORE FOR RAILWAYS,

BANGALORE.

P1 63-17 5

16 4-45

To

The Chief Secretary to the Government of Mysore,

B a n g a l o r e.

REV. SECRETARIAT III JUDICIAL 15 DEC 1917

SUBJECT:- Regarding the accident which occurred between Chintamani and Hunsenahalli on the Kolar District Railway on the 4th October 1917.

Sir,

With reference to your letter No.J.2028/Pol.63-17-4 dated 8th December 1917, I have the honour to forward herewith, a copy of the Proceedings of the Joint Enquiry held at Kolar on the 17th November 1917 in connection with the above accident.

I have the honour to be,
Sir,
Your most obedient servant,

For Ag.Secretary for Railways
Government of Mysore.

ALM.

A Committee composed as under met at Kolar on the 17th November 1917 to enquire into the cause of the derailment that occurred to No.1 Up Mixed Mail on the 4th October 1917 at mile 47/3 between Chintamani and Hunsenahalli.

---

1. D. G. Dani, Esq., B.Sc., F.C.H., Agent, Mysore State Rys.
2. R. E. Bury, Esq., Carriage and Wagon Superintendent.
3. K.Ananthacharya, Esq., Superintending Engineer, Construction and Open Lines.
4. T. Lakshminarasimha Rao, Esq., B.A., B.L., Deputy Agent, Mysore State Railways.
5. S. P. Rajagopala Iyer, Esq., B.A., Assistant Traffic Superintendent, Mysore State Railways.
6. K. V. Anantaraman, Esq., B.A., Superintendent of Police, Railways and C.I.D. in Mysore.

Brief summary of the accident.

On the 4th October 1917 while No.1 Up was nearing Hunsenahalli Station, C.C. No.24 loaded with 91 bags of sugar derailed at telegraph post 47/3 and the train was dragged a length of four telegraph posts, past a bridge and was stopped at telegraph post 47/7. The derailment occurred at 14-30 hrs. It was found that besides C.C. No.24, two other passenger coaches one B.L.T.B. and one T.B. also had derailed. The axle box of the front wheel of C.C. No.24 on the left had been shattered. The bridge is situated on the level after the down grade from Chintamany but both are on the straight. This derailment entailed detention of traffic for 35 hrs. by which time the obstruction was removed and through running resumed. There was no injury to passengers. The Permanent Way and sleepers were cut up and twisted and the damage is estimated at Rs.1590.

Statements of evidence recorded at the enquiry and a sketch plan of the site of the accident are also appended.

17

FINDING.

We, the undersigned, after inspecting the site of the accident and having gone carefully through the evidence attached, do find as follows:-

1. That the accident was due to the sudden application of the brake while running at a high speed on a down grade combined with the variation in buffer height due to over-loading of C.G.No.24.

2. Judging from all the circumstances of the case we find that the detention to Traffic was unavoidable.

3. Recommendations:-

   (a) The loading limit of the wagons should be strictly adhered to.

   (b) The Driver is to be blamed for want of care in controlling his train at high speed and also for neglecting to protect his train and not helping to clear the obstruction.

   (c) The Goods clerk at Kolar is responsible for the over-loading and should be punished.

   (d) The breakage of the axle box was caused by the derailment and in our opinion happened after crossing the bridge.

   (e) The relief-train party cleared the obstruction without any delay and deserve praise for their work.

Agent, Mysore State Railways. Sd. D.G. Dane - 17.11.17.

Carriage and Wagon Superintendent. Sd. R.E. Bury - 17.11.17.

Superintending Engr. Construction and Open Lines. Sd. K. Anantachariya, 17.11.17.

Deputy Agent, Mysore State Railways. Sd. T. Lakshminarasimha Rao - 17.11.17

Assistant Traffic Superintendent, M. S. Railways. Sd. S.P. Rajagopala Iyer, 17.11.17

District Superintendent of Police. Sd. K.V. Anantaraman

118

Statement of Driver Subrayalu Naidu of 1 Up on 4th October 1917.

I have been Driver for over 3½ years. I believe the accident was due to the breaking of the axle box on the Hunsenahalli side of the bridge and also to bad permanent way. -- Nearer the bridge the speed was about 14 miles an hour. I applied the brake a little before getting on the bridge to control the train. While examining the axle box I found that parts of the axle box lying on the Hunsenahalli side of the bridge. I dropped fire at midnight as I had no water, after consulting the Guard. I do usually apply the brakes when going at high speed down grade or on approaches to bridges. The carriages and engine shook very much as they were coming down the bank. The road was very bad owing to heavy rain on the previous night. The Guard did not give me any orders to take my engine to Yeswantapur. I can take a train load of 100 tons on a gradient of 1 in 100 at a speed of 14 or 15 miles. I did not see any smoke come out of the axle boxes. After the wagon was derailed and when I examined the vehicle I found that the axle was lowered. I was keeping to the running time after I left Chintamani. For the first 5 miles after leaving Chintamani my speed was 13 to 14 -- miles an hour. Two trains crossed at Chintamani and I did not notice which train left first. The accident took place at -- 14-30. According to my time I left Chintamani at 13-51. The wheels came off the rails about 3 telegraph posts on the Chintamani side of the bridge and I did not notice anything till I passed over the bridge. I felt a drag on the engine before I got to the bridge. I looked behind and found nothing wrong. Immediately I got passed the bridge the drag increased. I increased the steam and looked behind. I saw the pieces of the axle box flying away. Then I whistled for the Guard's brake and pulled up the train. When the train is going in full -- speed, 18 miles, it can be pulled up within [illegible] or 6 telegraph --

ponts. With the aid of the Guard's brake it can be pulled up to 3. I generally keep a memo of the arrival and departure of the train at several stations and I didn't keep it on that day. The brake blocks on this engine were worn To control the train before the bridge I applied the brake quickly. I did not protect the train in front of the -- engine as I depended on the head and side lights. Before the relief train came I could not give any help as I had no sleepers for using the jack and I helped after the relief train came.

Sd/- A. Subbara alu Naidu,
Driver,
17th November 1917.

"Copy"

Superintendent,
Branch VI.

Statement of Krishna Rao, Guard of 1 Up.

(20

I have been a Guard for 3 years on the Madras and S.M. and 2½ years on the Mysore State Railways. In my opinion the derailment was due to the breaking of the axle box. The derailment -- took place at Chintamani side of the bridge. I looked round for the pieces of the broken axle box and found out parts on the Hunsenahalli side of the bridge. In my opinion the speed was excessive I heard Driver's whistle for my assistance after his passing the bridge. Finding the train going at excessive speed I applied the brake at mile 47 to lessen it and showed the caution signal. The Driver was not looking back. Soon after applying my brake I felt a jerk. After feeling this ~~th~~ jerk, I showed the danger signal and blew my whistle. I did not give the Driver any orders to proceed on journey as I had no coaching vehicle. I asked the Mail Sorter to take the bags through on the engine to save delay but he refused. On that derailment section there was no memo from the Engineering Department for cautious driving. I judged of the excessive speed by the usual running and the oscillation of the -- carriages was ordinary. The line was dry. No.2 Down had left Chintamani before my train started. I did not know whether No.2 was running late or not. I applied the brake in the proper manner and I am sure I did not make any mistake because the direction had been painted in the brake-van itself. To the Station Master of Hunsenahalli Station I gave the exact time of the accident. I opened the derailed wagon loaded with sugar at 1-0 hrs. on the 5th in the presence of the Traffic Inspector and the Assistant Engineer In my opinion the wagon was evenly loaded with 91 bags and on opening the doors the bags were as they were before. By outward appearance at Kolar I saw that the wagon was evenly loaded. There was no case of hot axle. The train load was 95 tons for that section. I counted the bags as they were being unloaded standing at the door, and found them as 91. I did put on the usual number of detonators to protect the train in the rear.

Sd/- T.S. Krishna Rao,
Guard, Kolar,
17-11-1917.

"Copy"

ALH.

Supdt. Bangalore City

121.

Statement of Mr. T. Nagappa, Traffic Inspector, K.D. and B.C.L.Railways.

I ordered the Guard to open the wagon and count the number of bags. He told me that there were 91 bags which agreed with the seal card and the entries. I saw him counting the bags. He counted by the side of the wagon while the wagon was being unloaded and not after unloading. When I arrived at the scene of accident the Driver had put out fire. The next morning wire was received cancelling No.2 Down from Yeswantapur. As the existing rules do not permit trains being run without sufficient brakes, the engine if sent could not have worked the usual train from Yeswantapur. The out report to Hunsenahalli from Chintamani shows 13-51. The Driver made no attempt whatever to rerail the derailed vehicles. The relief train left Kolar at 19-30.

Sd/- T. Nagappa,
Traffic Inspector,
17-11-1917.

"Copy"

Superintendent,
Branch VI.

ALM.

(22

Statement of Mr. Welsh, Head Fitter, Kolar.

The message of the accident was received by me at 9 O'clock. On arriving at the scene of accident with the special we started examining the cause of the accident. The gauge was right. The marks on the track show the derailment taking place some distance before the bridge. Probably the line was soaked on account of rain and due to the settlement of the track the accident took place resulting in the breaking of the axle box. Before my arrival all the pieces of the axle box were collected by the Guard. The ground was soft and we had difficulty in applying the jack. The driver had made no attempt to rerail the wagons before my arrival. If the axle box breaks it would drop immediately. The axle -- brass was in good condition. I counted the number of the bags in the wagon and it was 100. The bags were well loaded. -- Owing to the heavy load in the wagon, one side the line sunk. I have frequently driven and I found nothing wrong on the road.

Sd/- E.G. Welsh,
Head Fitter,
17-11-1917.

"Copy"

Superintendent,
Branch VI.

ALM.

(253

Statement of Perumal, Fireman of No.1 Up on 4th October 1917.

I worked three trips on Engine No.4 before the accident took place. The Driver cried out and when I turned round I found the second Fireman was applying the brake. We had passed the bridge then. I didn't feel any jerk.

Sd/- S. Perumal,

17-11-1917.

"Copy"

Superintendent,
Branch VI.

ALM.

(24

Statement of Pethambra, 3nd Fireman of 1 Up on 4th October 1917.

As we were coming down the slope the Driver asked me to apply the brakes tho steady the train. I did so. I applied the brake gradually. After passing the bridge the Driver -- opened the Regulator. Shortly after he cried out for application of the brakes and I applied. On my side I looked for the caution signal of the Guard while coming down the slope and I didn't see it. I usually look for the Guard's signal and I didn't see it on that day. The brake worked as usual.

Sd/- B.M. Pethambaram,
17-11-1917.

"Copy"

Superintendent,
Branch VI.

(25

Statement of Blacksmith Devasagayam, Kolar.

I went to the scene of accident in the Relief special. The Guard opened the derailed wagon in the presence of the Assistant Engineer and Fitter-in-Charge. Sattar, a carpente and myself entered the wagon and we dropped the bags outside. We counted them as we brought them down. There were 100 bag

Sd/- Devasagayam,

17-11-1917.

"Copy"

Superintendent,
Branch VI.

ALM.

(26

Statement of Mahamad Hussain, Fitter, Kolar.

I helped in unloading the wagon and with the three of us, we counted 100 bags, each man carrying the previous man's number.

Sd/- Mahamad Hussain,

17-11-1917.

"Copy"

Superintendent,
Branch VI.

ALW.

(27

G. R. S. VI—G/32]

SUBJECT.....

.....

.....

Diary No. of letter replied to.....

Section Police.
File No. 63-17
Serial No. 6

GENERAL AND REVENUE SECRETARIAT,
( )
, *the* 191 .

No. J 2913

Date of issue 30/1/18

To

Signed by M. G. Srinivasa

The Secy. to Govt. for Hyp.

Sir,

With reference to your letter No. R.S. 1728-7 Cro 18 d.d. dated the 14th September December 1917 forwarding a copy of the proceedings of the joint enquiry held at Kolar on the 17th November 1917 in connection with the accident which occurred on the Kolar Dt. Bd. Ry. on the 4th October 1917, I am directed

over.

D

to enquire why the Indian claims
not be possible in view of the
findings of the Committee

I have &c.

From the Sec. to Govt

25.1.18

List of enclosure

Copied by

Examined by

WD 86—GPB—60,000—15-11-16

Ry. 3] 00544

WD A0271—GPB—3,000—27-9-17

(29

MYSORE STATE RAILWAYS,

CENTRAL OFFICE,

Bangalore, 23rd April *1918.*

No. Rs 3276
Pe. No 18.0.4

From

THE SECRETARY TO THE GOVERNMENT OF MYSORE FOR RAILWAYS,

BANGALORE.

J 2520.

To

The Chief Secretary to Government,

B a n g a l o r e .

Sir,

JUDICIAL
25 APR 1918
Police

Accident that occured on the Kolar District Railway on 14th October 1917.

With reference to your letter No.J.2913/Pol.63-17-6 dated 30th January 1918, enquiring why the Engine Driver should not be prosecuted, I have the honor to inform you that as the overloading of the Wagon also contributed towards the accident and as the evidence against the driver is not particularly strong, the Agent, Mysore State Railways is of opinion that it is not considered desirable to prosecute him as the prosecution may not stand and that the departmental punishment already inflicted upon the driver appears to be sufficient.

I have the honor to be,

Sir,

Your most obedient servant,

For Ag. Secretary for Railways,
Government of Mysore.

SN.

23/4

G.R.S. VI-71]

130

SUBJECT.....

.....

.....

Diary No. of letter replied to.....

General and Revenue Secretariat

( )

, the *191*

Date of issue..... 13/5/18

Signed by M. G. Srinivasa

May this be

i Printed?

ii treated as a standing order?

iii published in the Gazette English part?

iv translated?

v placed at the disposal of the press?

vi published in the Gazette Kannada part?

Section Police

File No. 63-17

Serial No. 8

Proceedings of the Government of His Highness the Maharaja of Mysore.

Read.—

Letter no. 2177/158 dt. 8/4.10.17. from the D.G.P. Police in Mysore regarding an accident which occurred to no. 1 up mail train between Chikkanahalli & Hunasenahalli on the Kolar & B.B. Ry. on 4.10.17.

2. Correspondence ending with letter no. R.S. 3276-7/no. 180-C. dated the 23rd April 1918. from the Secy. to Govt. for Ryo. in the matter

~~Order Thereon:— No.~~

Order no.— J 4631-2

Recorded.

over.

To The D.G.P. & Police in Mysore

The Secy. to Govt. for Ryo.